

QUEER ARGUMENTS.

SOME NOVEL OBJECTIONS OFFERED TO HORSE CARS.

The Trustees Listen to Them and Lay the Matter Over-Come Report—Nuisance Complain of.

The City Fathers, Mayor Gregory and Trustees McLaughlin and Wolf, held their regular session yesterday morning. Chief Engineer William W. Water, who reported that for the past week 35,255.750 gallons of water had been pumped, the Stevens pump being in operation 163 hours, and the Holly 65 hours.

Extension of time was granted for the grading, etc., of Front street, from the center line of Q to the center line of U.

THE CITY'S FINANCES.

W. E. Gerber, City Treasurer, made the following report:

Balance on hand June 1st \$270,167.29
Received during the month 22,079.79
Total \$292,247.08
Warrants paid during month \$27,838.05
Coupons paid during month 7,000.00
Total \$34,838.05
Balance July 1st \$274,409.03

City Engineer Clark made a partial report, stating that he had not examined all of the books, but that the work had been done and a full report at the next meeting.

CEMETERY MATTERS.

R. W. Parker, Superintendent of the City Cemetery, submitted his quarterly report of unpaid bills in the cemetery, and also vault dues. He also made suggestions: The west wall and fence are in very bad condition, and I think we should have a new wall built, as the present one is too small and also a disgrace to the cemetery. [The Board begged to differ with him on this point.] There are several bodies in the cemetery which no one has been collected for several years. I will suggest that their friends be notified, and if they do not respond, I would be allowed to remove the same.

The entrance to the cemetery on Tenth street should be repaired by bituminous rock or square stones.

The chapel is in very bad condition in regard to carpet and furniture.

STREET RAILROAD MATTERS.

The Mayor then took up the matter of granting to the Central Street Railway Company a franchise giving them the right to operate their cars on the city streets, by mule power, or electric motor, and allowing them a franchise for a road on Ninth street from Tenth to Tenth street.

A petition was presented, signed by property owners along the route of the Central Street Railway Company's road, asking the Board to grant the company their request, but upon the express understanding and agreement that the money which they (the property owners) had subscribed be refunded.

C. K. Alsip spoke briefly in support of the Central Street Railway Company. He did not think that the Board should devote private contracts between the Central Street Railway Company and private individuals. A waiver was presented, agreeing that no action which the Trustees might take would affect any agreements between the Central Street Company and subscribers thereto.

Grove L. Johnson, who had been engaged by the signers of the petition, made a lengthy argument in support of the rights of these property owners who signed the petition. The Board, he held, should respect the request of the subscribers to the road. The subscribers to this road paid out their money with the express understanding that the road would be operated by electricity. Would they have subscribed the amount they did, if they thought horses would be used in a road? The Board should take into consideration before the determined upon taking action, the money presented by the subscribers, and think would amount to anything in a legal sense. He (Johnson) was not interested in the matter one way or another, but from a business standpoint he would see how the Board could consistently grant any such franchise without first consulting the interests of subscribers.

Captain Dwyer, E. A. Burr and A. A. Van Voorhis were in favor of making the Central Street Railway Company live up to their contract. It was all very well for persons to come before the Board and urge that the franchise should be granted, but it did not matter to them whether there was a road at all or not, but a horse car would be better than none. They thought every one who had anything to say should be heard. "Are you a subscriber to the road?"

J. B. Burke was in favor of permitting the company to run horse cars as long as they wished. He would give \$50 more for horse cars would be better than none. The latter were dangerous, and once nearly ran over his child and started his horse on a runaway.

S. Wasserman was in favor of the horse road, and although one of the largest subscribers to the enterprise he was willing to let his subscribers stand all the same.

George A. Mott, Peter Newman and C. T. Tuttle wanted the Board to grant the franchise. The road was good enough for them—it afforded the same convenience as if the cars were propelled by electricity. Mr. Lewis, President of the company, said that the petition gotten up against the road was originated by E. A. Burr. It was simply a personal matter, on the part of Mr. Burr against him (Lewis), and but for this reason there would have been no such thing brought before the Board.

Mr. Johnson again had the floor and offered a few examples to illustrate the matter. "Suppose," he said, "that I would go into a tailor-shop and order a broadcloth suit and when I went to get my suit the tailor should make me a cassimere. I would object to receiving the clothes, on the ground that they had not filled my order completely or properly. Then, supposing the tailor would say, 'Why, Mr. Tufus, your cassimere is just as good for him as broadcloth,' do you think I would take the suit on such an agreement?"

Mr. Alsip said that if the main point of objection was as to the legality of the waiver he presented, then he would make one that would be good, if the one he presented was not, and would allow any attorney to draw it up, even Mr. Johnson himself.

The arguments then closed and the matter was laid before the Board to grant the franchise. Mayor Gregory spoke in favor of granting the franchise, and thought that if the Board intended to promote enterprise in this city, it would be well to grant the franchise. He said that he would not refuse to grant the franchise. The company had acted in good faith in all their work, and they should not be discouraged in their efforts. Moreover, they should be given the same rights as other similar corporations.

McLaughlin and Wolf were opposed to the Mayor's views, and were ready to vote "no" on the petition.

Mr. Alsip said that if the franchise was rejected and they were compelled to run electric cars, they would do so as long as they could, but only one car would be used, and people could see how likely this system is that is, one car to run between the depot and Oak Park, making a trip every day. They could do this, live up to their contract, and abandon horse cars altogether.

After some further discussion the matter was again laid over for one week.

AN ALLIED NUISANCE.

M. F. Hot appeared before the Board and complained of the nuisance caused by the deposit of sewage on the low ground near Y street, where the pump is stationed. The Mayor assured him that the matter would receive the prompt attention of the Board.

STREET IMPROVEMENT.

H. C. Ewing was awarded the contract for grading, graveling, etc., Fifteenth street from L to M, and Thirteenth from J to K.

AFTERNOON SESSION.

An afternoon session of the Board was held, in which a few minor matters came up. The City Engineer was instructed to prepare an estimate of the cost of continuing the Seventeenth street sewer to the Y street pump.

Mr. Gregory again brought up the matter of the loose way in which the street sprinklers pretended to live up to their contracts. Complaint was being made on all sides, he said.

Trustee McLaughlin held that, with the present facilities for obtaining water, the sprinklers could do no better, and the matter was dropped.

James Wood was given permission to construct a sidewalk on Fourteenth street, between J and Q, on the ground that the property owner was not able to pay for a stone walk.

Archibald Hamilton reported to the Board that the work of properly bracing the tanks

on the old City Hall had been completed, and he thought the building could now be considered safe. The Board examined the work, and finding it satisfactory they allowed Mr. Hamilton \$500.

The Mayor and Trustee McLaughlin expressed themselves as dissatisfied with the manner in which the City Engineer was doing his work, and it was ordered that he be called to appear before the Board next Wednesday morning at 10 o'clock, at which Engineer Murray has been quite ill of late.

MUST STAND TRIAL.

Nelson, the Alleged Highway Robber, Must Go Before a Jury.

George Nelson, the man arrested for the robbery of Messrs. Davis and Cowie near the American river bridge some days ago, was tried yesterday before Justice of the Peace H. C. Ewing.

The prosecution was conducted by District Attorney Bruner, and J. C. Tubbs defended the prisoner. All the circumstances of the case, and the movements of Nelson on the day it occurred, were fully inquired into, and the testimony of a large number of persons taken.

Mr. Cowie, one of the parties robbed, identified (or claimed to identify) the shirt worn by the accused as the same that ornamented the person of the man who "held up" himself and Davis, and he also recognized his voice.

From the testimony taken it appears that Nelson left the saloon at the bridge not later than 12:40 o'clock that afternoon, and that he did not reach the dairy until about 1:40, although the latter was only about five minutes walk from the saloon. His whereabouts during that hour are, apparently, not accounted for.

After hearing all the testimony in the case and the arguments of counsel, the Court ordered Nelson held for trial, with bail fixed at \$2,000.

UP THE RIVER.

A Party of Sportsmen Have a Roll-Playing Time in a Launch.

A party of pleasure-seekers, chartered by William F. Hutton and Dr. Tebbels, had a delightful time Sunday in the launch Canaback, which is run by a naphtha engine. A run of twenty miles was made up river to the Pritchard lake, where the party stopped for lunch.

The launch, which was only about five minutes walk from the saloon. His whereabouts during that hour are, apparently, not accounted for.

After hearing all the testimony in the case and the arguments of counsel, the Court ordered Nelson held for trial, with bail fixed at \$2,000.

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SHOT IN THE BACK.

THE CHINESE QUARTER MORE THE SCENE OF A MUDDER.

As Usual Nothing Definite Can Be Learned of the Matter—The Murderers Escape.

Another one of those mysterious high-binder shooting affairs occurred in Chinatown last night about 10 o'clock. As usual, little could be learned of the facts of the case.

Suey Kay, who is an ironer in a laundry on Third street, near J, was set upon by two Chinese at the corner of I and Third, and during the scuffle both of them took a shot at him.

Wong Ah Chow and Gee Jeon were his assailants.

A large crowd of jabbering Mongols gathered around the prostrate man immediately after the shooting, but none of them offered him any assistance, or made any effort to stop the fleeing murderers.

When the police arrived they stood by and continued to jabber among themselves, but not a word of information would they give the officers. "No save," was the reply each one gave when questioned about the matter.

The wounded man was taken to the Receiving Hospital, followed by the noisy crowd. They stopped in front of the operating room with most exasperating persistence, and it took the officers some time to run them out.

When Dr. Nichols arrived the wounded Chinaman was resting easily on one of the cots, chatting with several of his Celestial friends who had been permitted to remain in the room on the plea of being "consins."

The doctor examined the patient carefully. A large hole was visible in the abdomen, about two inches to the right of the navel, another in the back directly horizontal to the side as the patient lay on his back, and a third wound in the right shoulder.

The doctor was at a loss to reconcile the story told by the wounded man about only being shot twice, with the state of affairs as he found them. It looked like three shots—two in the back and one in the shoulder—that must necessarily have been the result, and the appearance of the wounds did not indicate a revolver.

At the meeting of the Board yesterday L. L. Lewis, President of the Central Railway Company, said that there was but one thing he would like to see done, and that was to have the franchise for the road on Ninth street modified so that it would be a horse car line.

The secretary of the Board, J. C. Tubbs, said that he would like to see the franchise for the road on Ninth street modified so that it would be a horse car line.

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THE STREET-CAR FRANCHISE.

Prospect that the J-Street Cars Will Be Taken Off.

The Board of City Trustees yesterday listened to arguments for and against granting the request of the Central Street Railway Company for a modification of its charter so as to permit them to use horses, and again postponed action for a week.

The whole matter has finally come down to an effort on the part of a small number of those who subscribed towards the construction of the road to evade the payment of their subscriptions. They admit that the road was promptly and well built; that its construction has enhanced the value of property all along the line; and that the road is a public utility, and giving satisfaction, but they say they subscribed with the understanding that it was to be an electric road, and unless it is run by electricity they will not pay the amounts subscribed by them. The following letter illustrates their position.

SACRAMENTO, Cal., July 2, 1889.

Central Street Railway Company, E. K. Alsip, Secretary, Sacramento, Cal.

I am directed by E. A. Burr, and we hereby notify you that we have received a notice from the National Bank of O. Mills & Co. for the sum of \$10,000, which we are to pay to you upon the road on J street.

It is our understanding that the road should be an electric road, and unless it is run by electricity we will not pay the amounts subscribed by them. The following letter illustrates their position.

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